

ZONING MAP CHANGE REPORT

Meeting Date: February 4, 2013

Table A. Summary			
Application Summary			
Case Number	Z1200001	Jurisdiction	City
Applicant	Meadows Land Investment, LLC	Submittal Date	February 13, 2012
Reference Name	Meadows at Southpoint	Site Acreage	49.79
Location	Southeast quadrant of the Barbee Road and NC 54 Highway intersection.		
PIN(s)	0728-03-34-9090, -44-3293, -04-54-0087.SPL(partial)		
Request			
Proposed Zoning	Commercial General with a development plan (CG(D)) – 7.71 acres and Office Institutional with a development plan (OI(D)) – 42.08 acres	Proposal	365 Apartments, 150,000 square feet of non-residential buildings
Site Characteristics			
Development Tier	Suburban Tier		
Land Use Designation	Office and Low Density Residential, 4 DU/Ac. or less		
Existing Zoning	Residential Rural (RR) – 36.41 acres, Residential Suburban – 20 (RS-20) – 0.66 acres, and Office Institutional (OI) – 12.72 acres		
Existing Use	Commercial, single-family residential, vacant		
Overlay	F/J-B, MTC (partial)	Drainage Basin	Jordan Lake
River Basin	Cape Fear	Stream Basin	Northeast Creek
Determination/Recommendation/Comments			
Staff	Staff determines that, should the plan amendment be approved, this request is consistent with the <i>Comprehensive Plan</i> ; however, this request is not consistent with the Unified Development Ordinance.		
Planning Commission	Approval, 8 – 3 on October 9, 2012. The Planning Commission finds that the ordinance request is not consistent with the adopted <i>Comprehensive Plan</i> . However, should the plan amendment be approved, the request would be consistent with the <i>Comprehensive Plan</i> . The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing, the information in the staff report, and additional commitments proffered by the applicant.		
DOST	No comments		
BPAC	See Appendix A, Attachment 7, Durham Bicycle & Pedestrian Advisory Commission Memo		

A. Summary

This is a request to change the zoning designation of a three-parcel, 49.79 acre site from RR, RS-20, and OI to CG(D) and OI(D) for 150,000 square feet of non-residential development and 365 apartments. The site is located at 6437 and 6525 Barbee Road, and 1102 NC 54 Highway, at the southeast quadrant of the intersection of Barbee Road and NC 54 Highway (see Attachment 1, Context Map). This request is not consistent with the future land use designation of the *Comprehensive Plan* which designates this site as Office and Low Density Residential (4 DU/Ac. or less). A plan amendment, case A1200002, has been requested for portions of this site; to change a portion of the office-designated area to commercial and the Low Density Residential designation of the site to Office. Staff is supporting this request.

Appendix A provides supporting information.

B. Site History

There have been no recent development requests for this site.

C. Review Requirements

Planning staff has performed a sufficiency review for this Zoning Map Change request (reference UDO Sec. 3.2.4, Application Requirements [general] and 3.5.5, Application Requirements [for a Zoning Map Change]). This staff report presents the staff findings per Sec. 3.5.8, Action by the Planning Director, on the request's consistency with the Unified Development Ordinance and applicable adopted plans.

This review is based primarily on compliance with any applicable laws, plans, or adopted policies of the City Council. Any issues or concerns raised in this report are based on best professional planning practice unless they have a basis in adopted plans, policies, and/or laws.

D. Unified Development Ordinance (UDO) Compliance

This request is not consistent with the requirements of the Unified Development Ordinance for failure to comply with paragraphs 3.3.7 and 3.5.6.D.7 and commit to recommended roadway improvements of the Traffic Impact Analysis (see Section Sec. G, Infrastructure, Determination for more information). The associated development plan (see Appendix A, Attachment 4, Development Plan reduction) provides the required elements for zoning map change requests in the CG and OI district (Sec. 3.5.6.D, Sec. 6.10.1.B, and 6.10.2). In addition, commitments in excess of UDO requirements have been made (see Appendix D for supporting information):

Text Commitments. Text commitments have been proffered to commit to requirements in excess of ordinance standards. These commitments (see Table D5, Summary of Development Plan) include: water aeration measures for stormwater facilities, restriction of use on parcel 0728-03-34-9090, restriction of uses on the

commercially zoned property, dedication of right-of-way along NC 54 Highway and Barbee Road, additional asphalt along NC 54 Highway for a bicycle lane, bus pull-out and concrete pad/shelter, roadway improvements along NC 54 Highway and Barbee Road including site access improvements, and improvements at the Barbee Road and Grandale Drive intersection.

Graphic Commitments. Graphic commitments have been proffered which identifies the location of the tree preservation areas and location of site access points.

Excerpt from Appendix D, Table 5, Summary of Development Plan		
Graphic Commitments	Location of tree preservation area. Location of access points. Westernmost access on Barbee Road to remain; not to connect to multi-family development.	DP-2.0

Design Commitments. Nonresidential and multifamily projects require design commitments when requesting a zoning map change with a development plan. Through the design commitments of this project the applicant has committed to apartments, storage units, and a gas station. A more detailed summary is provided in Table D5, Summary of Development Plan.

Excerpt from Appendix D, Table 5, Summary of Development Plan		
Design Commitments	Apartments will use Craftsman style elements such as brackets and covered porches with asphalt shingles on pitched roofs. Facade building materials include cement-fiber plank and/or cement-fiber panels, with brick and/or cultured stone accent materials. Each unit will have a patio or balcony. Self-storage buildings will have no general architectural style, the roofs will be either flat or be pitched with asphalt shingle or metal roofing. Building facades will be brick, natural or cultured stone, EIFS (or similar product), cement-fiber planks and/or concrete-fiber panels, vinyl or metal. The gas station building will have no general architectural style with a flat or a pitched roof with asphalt shingle or metal roofing. The facade will be brick, natural or cultured stone, EIFS (or similar product) cement-fiber planks and/or cement-fiber panels, vinyl, or metal.	Cover

Determination. The requested CG(D) and OI(D) zoning districts and associated development plan meets or exceeds the applicable requirements of the UDO. If this zoning map change request is approved, the attached development plan (Appendix A, Attachment 4) establishes the level of development allowed on the property.

E. Adopted Plans

A zoning map change request must be consistent with the *Comprehensive Plan*. As such, other adopted plans have been included by reference in this document. Table E, Adopted

Plans, in Appendix E identifies the applicable policies of the *Comprehensive Plan* and other adopted plans included by reference.

Determination. The requested zoning districts and associated development is not consistent with the Future Land Use Map. However, should the plan amendment be approved the request would be consistent with the *Comprehensive Plan*.

The proposed rezoning is estimated to generate an additional 3,360 vehicles per day above existing use of the site. Based on the TIA trip distribution, the proposed zoning will result in a net impact of an additional 1,512 trips per day added to this segment of NC 54. With the additional site trips, the adjacent segment of NC 54 will have an estimated traffic volume of 18,512 vehicles per day. This will result in NC 54 operating at 106.9% of LOS D capacity. *Durham Comprehensive Plan* Policy 8.1.2j requires the Planning Department to recommend denial of any zoning map change which would result in the average daily trips exceeding 110% of capacity. This application does not exceed this threshold.

Conditions in other adopted plans have been identified (see Appendix E, Table E):

Long Range Bicycle Plan Map 4.6. A proposed bicycle lane along NC 54 Highway and Barbee Road is shown as a recommendation of the Long Range Bicycle Plan Map 4.6. The applicant has proffered right-of-way dedication and an additional four feet of asphalt widening to accommodate a bicycle lane on the south side of NC Highway 54.

F. Site Conditions and Context

Site Conditions. The 49.79-acre site is located at 1102 NC 54 Highway and 6525 and 6437 (partial) Barbee Road, at the southeast quadrant of the intersection of NC 54 Highway and Barbee Road. The corner parcel, 1102 NC 54 Highway is developed as a 4-fueling station gas station and convenience store and 6525 is developed as a single-family house. The third parcel is a portion (44.85 acres) of a larger tract of land (67.99 acres) at 6437 Barbee Road which straddles NC 54 Highway. The portion on the south side of NC 54 Highway (subject property of this request) was recently timbered (2008) and appears to be covered with naturally occurring young vegetation. An intermittent stream impacts the southern portion of this site.

Area Characteristics. The site is in the Suburban Tier with close proximity to Interstate 40 along a major thoroughfare experiencing traffic capacity issues. Over the last several decades the area has experienced a transition from larger-lot rural uses to larger suburban style housing developments taking advantage of the prime location with easy access to the greater Triangle area. The surrounding zoning districts include RR, RS-20, Residential Suburban – 10 (RS-10), OI, and Commercial Neighborhood (CN).

Appendix F provides a summary of the uses and zoning in the more immediate vicinity of the subject site.

Determination. The proposed CG(D) and OI(D) districts meet the ordinance and policy requirements in relation to development on the subject site. Approval of the OI(D) portion

of the site for apartments is consistent with the development patterns in the area considering Pine Glen, Waterford, Meridian Estates, and East Hamptons and its location on a proposed transit line.

Approval of zoning to CG(D) for the existing gas station would remove a non-conforming use and allow much needed improvements for the site. However consideration should be given to future policy implications of establishing a new commercial node in an area where demand will likely increase, considering large-lot underutilized tracts with development potential in the immediate area.

G. Infrastructure

The impact of the requested change has been evaluated to suggest its potential impact on the transportation system, water and sewer systems, and schools. In each case, the impact of the change is evaluated based upon a change from the most intense development using the existing land use and zoning to the most intense use allowed under the request.

See Appendix G for additional information.

Determination. The proposed CG(D) and Ol(D) districts are not consistent with *Comprehensive Plan* policies regarding infrastructure impacts. As a result of the Traffic Impact Analysis (TIA), a number of improvements are required of this project (see Attachments 9 and 10 in Appendix G). NCDOT and City Transportation require each of the required roadway improvements identified in the TIA review memo to be listed in the Text Commitments under the heading of “Prior to the issuance of a certificate of occupancy”. The UDO requires any identified deficiencies to become commitments of the development plan (UDO paragraphs 3.3.7 and 3.5.6.D.7). The applicant has indicated they are unable to proffer the following additional recommended improvement of the TIA which is an unresolved traffic concern:

Barbee Road / Massey Chapel Road and Herndon Road

1. Construct a roundabout (as an alternative to signalization and to promote traffic calming while ensuring adequate traffic capacity).

Also, note that the applicant proposes a number of roadway improvements, such as the offsite turn lanes on Grandale drive, to mitigate the proposed site traffic impact that may impact multiple properties that are not part of this development plan. The applicant is responsible for acquiring additional right-of-way and/or construction easements as needed to complete these roadway improvements in accordance with NCDOT and City of Durham Standards.

H. Staff Analysis

This request, should the plan amendment be approved, is ~~not~~ consistent with the *Comprehensive Plan*; is not consistent with the Unified Development Ordinance. If the requested CG(D) and Ol(D) zoning designation were approved, the development plan would further establish the development potential of the proposed development.

Removal of Nonconformity. If this action is approved, the existing nonconforming gas station would become an allowed use, thus permitting site improvements should that portion of the site be redeveloped.

Residential Infill. The development of apartments along a major thoroughfare, with ready access to the roadway network and transit is a supportable smart growth strategy. The site has a protected stream across the rear which buffers the existing single-family development to the south. Additionally, the development plan demonstrates commitments that apartments won't intrude onto the existing single-family parcel (6525 Barbee Road), also acting as a transition to the established neighborhood to the west.

Mitigation of Traffic Improvements. The applicant has not committed to completing a recommended traffic mitigation improvement to promote traffic movement efficiency at the intersection of Barbee Road, Massey Chapel Road, and Herndon Road. The UDO requires any identified deficiencies to become commitments of the development plan (UDO paragraphs 3.3.7 and 3.5.6.D.7).

I. Contacts

Table I. Contacts		
Staff Contact		
Amy Wolff, Senior Planner	Ph: 919-560-4137, ext. 28235	Amy.Wolff@DurhamNC.gov
Applicant Contact		
Agent: Robert Shunk, HadenStanziale	Ph: 919-286-7440	rshunk@hadenstanziale.com

J. Notification

Staff certifies that newspaper advertisements, letters to property owners within 600 feet of the site and the posting of a zoning sign on the property has been carried out in accordance with Section 3.2.5 of the UDO. In addition, the following neighborhood organizations were mailed notices:

- Fairfield Community Awareness Committee
- Inter-Neighborhood Council
- Northeast Creek Streamwatch
- Partners Against Crime – District 4
- Parkwood Association
- Fayetteville Street Planning Group
- Friends of Durham
- Unity in the Community for Progress

K. Summary of Planning Commission Meeting October 9, 2012 (Case Z1200001)

Zoning Map Change Request: From RR, RS-20 and OI to CG(D) and OI(D)

Staff Report: Ms. Wolff presented the staff report.

Public Hearing: Vice Monds opened the public hearing. Three spoke in support and one against. Vice Chair Monds closed the public hearing.

Commission Discussion: Discussion centered on road improvements and traffic.

Motion: Approval of the Zoning Case Z1200001 with additional proffers. (Mr. Davis, Ms. Mitchell Allen 2nd).

Action: Motion carried, 8-3 Mr. Monds, Mr. Winders and Ms. Board voting no.

Findings: The Planning Commission finds that the ordinance request is not consistent with the adopted *Comprehensive Plan*. However, should the plan amendment be approved, the request would be consistent with the *Comprehensive Plan*. The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing, the information in the staff report, and additional commitments proffered by the applicant.

L. Supporting Information

Table K. Supporting Information		
Applicability of Supporting Information		
Appendix A	Application	Attachments: 1. Context Map 2. Future Land Use Map 3. Aerial Photography 4. Development Plan Reduction 5. Application 6. Owner's Acknowledgement 7. BPAC Memo 8. Submittal and Review History
Appendix B	Site History	N/A
Appendix C	Review Requirements	N/A
Appendix D	Unified Development Ordinance	Table D1: Designation Intent Table D2: District Requirements Table D3: Environmental Protection Table D4: Project Boundary Buffers Table D5: Summary of Development Plan
Appendix E	Adopted Plans	Table E: Adopted Plans
Appendix F	Site Conditions and Context	Table F: Site Context

Table K. Supporting Information		
Appendix G	Infrastructure	Table G1: Road Impacts Attachments: 9. DDOT TIA Memorandum 10. NCDOT TIA Memorandum Table G2: Transit Impacts Table G3: Utility Impacts Table G4: Drainage/Stormwater Impacts Table G5: School Impacts Table G6: Water Impacts
Appendix H	Staff Analysis	N/A
Appendix I	Contacts	N/A
Appendix J	Notification	N/A
Appendix K	Summary of Planning Commission Meeting	Attachments: 11. Planning Commissioner's Written Comments 12. Ordinance

Appendix A: Application Supporting Information

Attachments:

1. Context Map
2. Future Land Use Map
3. Aerial Photography
4. Development Plan Reduction
5. Application
6. Owner's Acknowledgement
7. BPAC Memo
8. Submittal and Review History

Appendix D: Unified Development Plan Supporting Information

Table D1. UDO Designation Intent	
CG	Commercial General - the CG district is established to provide for a wide variety of commercial activities of varying scales that are designed to be served by major thoroughfares. It is the intent of this district to provide sufficient size and depth of property to meet business needs, yet maintain safe traffic flows. Businesses in this district should be sited convenient to automotive traffic. Development in the CG District should provide safe pedestrian access to adjacent residential areas.

Table D1. UDO Designation Intent	
OI	Office and Institutional - the OI district is established for employment and community service activities. Some support facilities and residential uses are also allowed when compatible with surrounding uses. The OI district is designed for use on sites that have convenient access to arterials, since development of moderate to high intensity is allowed.
D	Development Plan – the letter “D” following a zoning district indicates that a development plan has been included with a zoning map change request. This designation may be added to any zoning map change request to signify that a conceptual representation of the proposed site has been submitted that indicates how the proposed development could meet ordinance standards. Any significant change to the development plan would require a new zoning petition.
F/J-B	<p>Falls/Jordan District B – the purpose of the F/J-B Watershed Protection Overlay district is to preserve the quality of the region's drinking water supplies through application of the development standards intended to protect the environment. In general, water supply protection will be accomplished by establishing and maintaining low intensity land use and development on land near the region's water supply rivers and reservoirs. Where high density development is desired, water supply protection will be accomplished through the use of engineered stormwater controls. The overall objective is to:</p> <ul style="list-style-type: none"> • Reduce the risk of pollution from stormwater running off of paved and other impervious surfaces; and • Reduce the risk of discharges of hazardous and toxic materials into the natural drainage system tributary to drinking water supplies.
MTC	Major Transportation Corridor Overlay – the MTC Overlay is established to enhance the economic and aesthetic appeal and orderly development of properties adjacent to major transportation corridors. Certain arterial streets, parkways and expressways are of critical importance to Durham City and County. Rights-of-way carrying high volumes of traffic are image makers for Durham City and County. They act as entryways for visitors and residents and also serve as an indicator of the quality of life found in the area. Standards are provided to ensure that thoroughfares in this overlay develop with improved traffic efficiency and safety by reducing visual clutter and avoiding inappropriate site design.

Table D2. District Requirements – CG			
	Code Provision	Required	Committed
Minimum Site Area (square feet)	6.10.1.B	20,000	335,847
Project Floor Area (square feet)	6.10.1.B/3.5.6.D.4b	Required to be specified on plan	150,000
Minimum Lot Width (feet)	6.10.1.B	100	100
Minimum Street Yard (feet)	6.10.1.B	25	25 (shown)
Minimum Side Yard (feet)	6.10.1.B	25	25
Minimum Rear Yard (feet)	6.10.1.B	25	25
Maximum Height (feet)	6.10.1.B	50	50

Table D2. District Requirements – OI			
	Code Provision	Required	Committed
Minimum Site Area (square feet)	6.10.1.B	20,000	1,833,004
Maximum Residential Density (DU/Ac.)	6.10.2B	10.5	10.5 (shown)
Minimum Lot Width (feet)	6.10.1.B	60	60
Minimum Street Yard (feet)	6.10.1.B	25	25 (shown)
Minimum Side Yard (feet)	6.10.1.B	20	30 (shown)
Minimum Rear Yard (feet)	6.10.1.B	25	140 (shown)
Maximum Height (feet)	6.10.1.B	50	50

Table D3. Environmental Protection			
Resource Feature	UDO Provision	Required	Committed
Tree Coverage	8.3.1C	18.52% (8.98 acres)	18.92% (9.17 acres)
Stream Protection (buffer in feet)	8.5.4.B	100	100

Table D4. Project Boundary Buffers			
Cardinal Direction	Adjacent Zone	Required Opacity	Proposed Opacity
North	OI	N/A (right-of-way greater than 60 feet)	0/0
	RS-20		
	CN		
East	OI	0/0	0/0
	RS-10	0.4/0.6	0.6 (30 feet)
South	RS-10	0.4/0.6	0.6 (30 feet)
	RR		
West	RR	0.4/0.6	0.6 (30 feet)
	RS-20	N/A (right-of-way greater than 60 feet)	0/0

Table D5. Summary of Development Plan		
Components	Description	Development Plan Sheet
Required Information	Intensity/Density. CG(D): 150,000 square feet of nonresidential development, OI(D): 365 residential units	DP-2.0
	Building/Parking Envelope is appropriately identified	DP-2.0
	Project Boundary Buffers are appropriately shown	DP-2.0
	Stream Crossing. None shown.	N/A
	Access Points. Four (4) access points has been identified.	DP-2.0
	Dedications and Reservations. None	N/A
	Impervious Area. 70% = 33.94 acres	DP-2.0
	Environmental Features. Stream.	DP-2.0
	Areas for Preservation. Stream buffer and tree preservation as shown.	DP-2.0
	Tree Coverage. 18.92% (9.17 acres) as shown.	DP-2.0
Graphic Commitments	Location of tree preservation area. Location of access points. Westernmost access on Barbee Road to remain; not to connect to multi-family development.	DP-2.0

Table D5. Summary of Development Plan		
Text Commitments	<ol style="list-style-type: none"> 1. The OI district east of the line shown on sheet DP-2.0 that extends from the property line with a bearing of S 00° 28'43" and distance of 772.62' to Barbee Road shall be limited to apartments, townhouses and their accessory uses. No new uses shall be located west of said line. 2. Water aeration measures will be provided in all stormwater control measures (SCM) that are designed with a permanent pool. 3. On the commercially zoned property, uses are limited to 1) fuel sales and 2) self storage. The gas station building shall not exceed 1,500 square feet of heated area, and not more than 1,000 square feet of that area shall be used for retail sales. The self storage shall be 100% indoor storage, and accessory offices, retail, and residence shall be allowed. <p><u>Prior to the issuance of any building permit:</u></p> <ol style="list-style-type: none"> 4. Dedicate right-of-way for the NC 54 site frontage as illustrated on sheet DP-2.0. 5. Dedicate additional right-of-way for the frontage of the site along Barbee Road to provide a minimum of 10 feet of right-of-way as measured from the edge of pavement/back-of-curb. <p><u>Prior to the issuance of a Certificate of Occupancy:</u></p> <ol style="list-style-type: none"> 6. A minimum of four feet of additional asphalt (in addition to the proposed turn-lane improvements) will be provided for the full frontage of the site along the south side of NC 54 and the east side of Barbee Road. The additional asphalt widening will be provided to allow for a bicycle lane. 7. Subject to a determination by DATA and TTA on the need for transit related improvements at the time of site plan submittal, construct a bus pull-out and a concrete pad/bus shelter to DATA/TTA specifications along the south side of NC 54 adjacent to the site. The final location of the pull-out and pad/shelter will be determined by DATA/TTA during the construction drawing review process. <p><u>NC 54 and Barbee Road</u></p> <ol style="list-style-type: none"> 1. Install protected-permitted left-turn phasing for northbound Barbee Road. 2. Install an over-lap phase for the westbound right-turn on NC 54. 3. Extend the northbound left-turn lane on Barbee Road to provide adequate storage with a two-way left-turn between the northbound left-turn lane and the southbound left-turn lane at Site Driveway #1. 	Cover

Table D5. Summary of Development Plan		
	<p><u>Barbee Road and Site Driveway #1 (full access)</u></p> <ol style="list-style-type: none"> 1. Construct a northbound right-turn lane on Barbee Road at Site Driveway #1 with adequate storage and appropriate tapers. 2. Construct a southbound left-turn lane on Barbee Road to provide adequate storage with a two-way left-turn between the southbound left-turn lane and the northbound left-turn lane at NC 54. 3. Construct Site Driveway #1 with one ingress lane and two egress lanes with an appropriate internal tangent throat distance. <p><u>NC 54 and Site Driveway #2 (left-over access)</u></p> <ol style="list-style-type: none"> 1. Construct an eastbound right-turn lane on NC 54 at Site Driveway #2 with adequate storage and appropriate tapers. 2. Construct a westbound left-turn lane on NC 54 at Site Driveway #2 to provide adequate storage with a two-way left-turn between the westbound left-turn lane at Site Driveway #2 and the westbound left-turn land at Site Driveway #3. 3. Construct a center median on NC 54 per NCDOT standards to limit the access for Site Driveway #2 to left-in/right-in and right-out only. 4. Construct Site Driveway #2 with one ingress lane and one egress lane with an appropriate internal tangent throat distance. <p><u>NC 54 and Site Driveway #3 (full access)</u></p> <ol style="list-style-type: none"> 1. Construct an eastbound right-turn lane on NC 54 at Site Driveway #3 with adequate storage and appropriate tapers. 2. Construct a westbound left-turn lane on NC 54 at Site Driveway #3 to provide adequate storage with a two-way left-turn between the westbound left-turn lane at Site Driveway #3 with one ingress lane and two egress lanes with an appropriate internal tangent throat distance. <p><u>Barbee Road and Grandale Drive</u></p> <ol style="list-style-type: none"> 1. Construct a westbound left-turn lane on Grandale Drive with adequate storage and appropriate tapers. <p><u>NC 54 and Site Driveway to Parcel 0728-04-53-9825</u></p> <ol style="list-style-type: none"> 1. Construct an eastbound right-turn lane on NC 54 at the site driveway with adequate storage and appropriate 	

Table D5. Summary of Development Plan		
	<p>tapers.</p> <p><u>NC 54 and Site Driveway to Parcel 0728-04-54-7507</u></p> <ol style="list-style-type: none"> Construct a westbound right-turn lane on NC 54 at the site driveway with adequate storage and appropriate tapers. <p>Summary of Improvements required by others which may also be required of this development:</p> <p><u>Barbee Road and Grandale Drive</u></p> <ol style="list-style-type: none"> Construct a northbound left-turn lane on Grandale Drive with adequate storage and appropriate tapers. 	
SIA Commitments	None provided	N/A
Design Commitments	<p>Apartments will use Craftsman style elements such as brackets and covered porches with asphalt shingles on pitched roofs. Facade building materials include cement-fiber plank and/or cement-fiber panels, with brick and/or cultured stone accent materials. Each unit will have a patio or balcony.</p> <p>Self-storage buildings will have no general architectural style, the roofs will be either flat or be pitched with asphalt shingle of metal roofing. Building facades will be brick, natural or cultured stone, EIFS (or similar product), cement-fiber planks and/or concrete-fiber panels, vinyl or metal.</p> <p>The gas station building will have no general architectural style with a flat or a pitched roof with asphalt shingle or metal roofing. The facade will be brick, natural or cultured stone, EIFS (or similar product) cement-fiber planks and/or cement-fiber panels, vinyl, or metal.</p>	Cover

Appendix E: Adopted Plans Supporting Information

Table E. Adopted Plans	
<i>Comprehensive Plan</i>	
Policy	Requirement
Future Land Use Map	<p>Office: Land used primarily for office uses.</p> <p>Low Density Residential (4 DU/Ac. or less): Land primarily used for a range of residential uses at four dwelling units an acre or less.</p> <p>Suburban Tier: Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.</p>

Table E. Adopted Plans	
2.2.2a	Suburban Tier Development Focus: Ensure that the Suburban Tier has sufficient land to accommodate anticipated population growth and its attendant demands for housing, employment, and goods and services, including opportunities for affordable housing and recreation.
2.2.2b	Suburban Tier Land Uses: Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.
2.2.2e	Suburban Tier Commercial Development: Discourage auto-oriented commercial “strip” development and instead encourage commercial “nodes” with appropriately designed internal connections at key locations along major transportation corridors.
2.2.2f	Suburban Tier Spacing of Commercial Nodes: Use the following standards when evaluation requests for new commercial development: <ul style="list-style-type: none"> i. Separate distinct nodes of commercial development by a distance of at least on-half mile, measured from the outermost edge of the node; ii. Cluster commercial uses at intersections of thoroughfares; and iii. Restrict new, isolated, mid-block commercial uses.
2.3.1b	Contiguous Development: Support orderly development patterns that take advantage of the existing urban services, and avoid, insofar as possible, patterns of leapfrog, noncontiguous, scattered development within the Urban Growth Area.
2.3.2a	Infrastructure Capacity. Consider the impacts to the existing capacities of the transportation, water, and sewer systems, and other public facilities and services. Measure from the potential maximum impact of current policy or regulation to the potential maximum impact of the proposed change in policy or regulation.
8.1.2j	Transportation Level of Service Maintenance: Not recommend approval for any zoning map change which would result in the average daily trips exceeding 110% of the adopted level of service standards for any adjacent road, unless the impact on the adjacent roads is mitigated.
8.1.4d	Development Review and the Adopted Bicycle Plans: Review development proposals in relation to the 2006 Comprehensive Durham Bicycle Transportation Plan and the Bicycle Component of the most recent adopted Long Range Transportation Plan, and seek dedication or reservation of right-of-way or easements and construction of facilities in conformance with that Plan and Complete Street design standards.
8.1.4p	New Bicycle Routes: Wherever possible, incorporate recommended bike lanes or wide shoulders during street resurfacing or reconstruction and convert railroad corridors to bikeways.
11.1.1a	School Level of Service Standard: The level of service for public school facilities shall be established as a maximum enrollment of 110 percent of the system’s maximum permanent building capacity, measured on a system-wide basis for each type of facility.
11.1.1b	Adequate Schools Facilities: Recommend denial of all Zoning Map amendments that proposed to allow an increase in projected student generation over that of the existing zoning that would cause schools of any type to exceed the level of service.

Long Range Bicycle Plan
Map 4-6 shows a proposed bicycle lane along Barbee Road and NC 54 Highway.

Appendix F: Site Conditions and Context Supporting Information

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays
North	Vacant, nursery, commercial	CN, OI, RS-20	F/J-B, MTC
East	Vacant, Single-family residential	OI, RS-10	F/J-B
South	Single-family residential	RS-10, RS-20, RR	F/J-B
West	Single-family residential	RR, RS-20	F/J-B, MTC

Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts		
NC 54 and Barbee Roads are the major roads impacted by the proposed zoning change. NCDOT TIP Project U-5324 will improve NC 54 from I-40 to NC 55 to a multi-lane divided facility with bicycle, pedestrian and transit amenities. This project is currently unfunded through 2018.		
Affected Segments	Barbee Road	NC 54 Highway
Current Roadway Capacity (LOS D) (AADT)	11,900	16,500
Latest Traffic Volume (AADT)	6,200	17,000
Traffic Generated by Present Designation (average 24 hour)*	3,953	
Traffic Generated by Proposed Designation (average 24 hour)**	6,373 (103% of TIA)	
Impact of Proposed Designation	+2,420	

Source of LOS Capacity: FDOT Generalized Level of Service Volume Table 4-1 (2009)

NC 54: 2-lane undivided Class I arterial with left-turn lanes

Barbee Road: 2-lane City/County Roadway without left-turn lanes

Source of Latest Traffic Volume: 2011 NCDOT Traffic Count Map

***Assumption- (Max Use of Existing Zoning)** – Gas Station with 4 fueling positions, 86,000 sf medical-dental office (0.19 FAR), and 42 single-family residential units.

****Assumption- (Max Use of Existing Zoning)** – Per TIA: 385 apartments, 150,000 sf mini-warehouse, and a gas station with 10 fueling positions.

Attachments:

9. DDOT TIA Memorandum
10. NCDOT TIA Memorandum

Table G2. Transit Impacts
Transit service is provided adjacent to the site along NC 54 Highway via DATA Route 7.

Table G3. Utility Impacts
This site will be served by City water and sewer.

Table G4. Drainage/Stormwater Impacts
The impacts of any change will be assessed at the time of site plan review. The subject site is of sufficient size and shape to accommodate appropriate stormwater facilities that may be required at this time.

Table G5. School Impacts			
The proposed zoning is estimated to generate 81 students. This represents an increase of 35 students over the existing zoning. Durham Public Schools serving the site are Parkwood Elementary School, Lowes Grove Middle School, and Hillside High School.			
Students	Elementary School	Middle School	High School
Current Building Capacity	15,864	8,647	9,916
Maximum Building Capacity (110% of Building Capacity)	17,450	9,512	10,908
20th Day Attendance (2011-12 School Year)	15,827	7,008	9,686
Committed to Date (July 2009 – June 2012)	384	124	81
Available Capacity	1,239	2,380	1,141
Potential Students Generated – Current Zoning*	24	10	12
Potential Students Generated – Proposed Zoning**	47	17	17
Impact of Proposed Zoning	+23	+7	+5

*Assumption- (Max Use of Existing Zoning) – RR: 50 single-family residential units, RS-20: one single-family residential unit, OI: 133 apartments

**Assumption- (Max Use of Existing Zoning) – Per TIA: 385 apartments, 150,000 sf mini-warehouse, and a gas station with 10 fueling positions.

Table G6. Water Supply Impacts	
This site is estimated to generate a total of 63,025 GPD if developed to its maximum potential with the proposed zoning district. This represents an increase of 39,825 GPD over the existing zoning district.	
Current Water Supply Capacity	37.00 MGD
Present Usage	28.06 MGD
Approved Zoning Map Changes (July 2009 – June 2012)	0.70 MGD
Available Capacity	8.24 MGD
Estimated Water Demand Under Present Zoning*	23,200 GPD
Potential Water Demand Under Proposed Zoning**	63,025 GPD
Potential Impact of Zoning Map Change	+39,825

Notes: MGD = Million gallons per day

*Assumption- (Max Use of Existing Zoning) – RR: 50 single-family residential units, RS-20: one single-family residential unit, OI: 133 apartments

**Assumption- (Max Use of Existing Zoning) – Per TIA: 385 apartments, 150,000 sf mini-warehouse, and a gas station with 10 fueling positions.

Appendix K: Summary of Planning Commission Meeting

Attachments:

11. Planning Commissioner's Written Comments
12. Ordinance